

WILSON MAKES PLEA FOR DEFENSE OF U. S.

Declares America's Industries
and Resources Should Be
Ready For Mobilization.

(Continued from Sixth Page.)

force of our laws into these all-important fields of domestic action. A matter which seems to me to be without very much at heart in the creation of the right instrumentalities by which to mobilize our economic resources in any time of national necessity. I take it for granted that I do not need your authority to call into systematic consultation with the directing officers of the army and navy men of recognized leadership and ability from among our citizens who are thoroughly familiar, for example, with the transportation facilities of the country and therefore competent to advise how they may be co-ordinated when the need arises, those who can suggest the best way in which to bring about prompt co-operation among the manufacturers of the country, should it be necessary, and those who could assist in bringing the technical skill of the country to the aid of the government in the solution of particular problems of defense. Only hope that if I should find it feasible to constitute such an advisory body the Congress would be willing to grant the small sum of money that would be needed to defray the expenses that would probably be necessary to give the clerical and administrative machinery with which to do serviceable work.

Industries Should Be Ready For Mobilization

What is more important is, that the industries and resources of the country should be available and ready for mobilization. It is the more imperative, therefore, that we should promptly devise means for doing what we have not yet done: that we should give intelligent Federal aid and stimulation to industrial and vocational education, as we have long done in the large field of our agricultural industry; that, at the same time, that we safeguard and conserve the natural resources of the country we should put them at the disposal of those who will use them promptly and intelligently, as was sought to be done in the admirable bills submitted to the last Congress from its committees on the Pacific Lands, bills which I earnestly commend in principle to your consideration; that we should put into early operation some provision for rural credits which will add to the extensive borrowing facilities already afforded the farmer by the reserve bank act adequate instruments by which long credits may be obtained on reasonable terms; and that we should study more carefully than they have hitherto been studied the right adaptation of our transportation arrangements to changing conditions. Many conditions about which we have repeatedly legislated are being altered from decade to decade. It is evident under our very eyes, and are likely to change even more rapidly and more radically in the days immediately ahead of us, when peace has returned to the world and the nations of Europe once more take up the struggle of commerce and industry with the energy of those who must bestir themselves to build anew. Just what these changes will be no one can certainly foresee or confidently predict. There are no calculable, because no stable, elements in the problem. The more we can do to make certain that we have the necessary instrumentalities of information constantly at our service so that we may be sure that we know exactly what we are dealing with when we come to act, if it should be necessary to act at all. We must, therefore, know what it is that we are seeking to adapt ourselves to. I may ask the privilege of adding one more sentence to this important matter a little later in your session.

Transportation Problem Serious and Pressing

In the meantime may I make this suggestion? The transportation problem is an exceedingly serious and pressing one in this country. There has been time to time of late been reason to fear that our railroads would not much longer be able to cope with it successfully, as at present equipped and co-ordinated. I suggest that it would be wise to provide for a comprehensive inquiry to ascertain the needs and capacity of the whole question whether our laws as at present framed and administered are as serviceable as they might be in the solution of the problem. It is obviously a problem that lies at the very foundation of our efficiency as a people. Such an inquiry ought to draw out every circumstance and opinion worth considering and we need to know all sides of the question before we mean to do anything in the field of Federal legislation. No one, I am sure, would wish to take any backward step. The regulation of the railroads of the country by Federal commission has had admirable results and has fully justified the hopes and expectations of those by whom the policy of regulation was originally proposed. The question is not what should we undo? It is, whether there is anything else we can do that would supply us with effective means, in the very process of regulation, for bettering the conditions under which the railroads are operated.

Wilson Urges Creation Of Merchant Marine

It is necessary for many weighty reasons of national efficiency that we should have a great merchant marine. . . . It is a question of independence. We can develop no true or effective American policy without ships of our own. But capital cannot accomplish this great task of a sudden. Something must be done at once . . . and it is evident that only the Government can undertake such beginnings and assume the initial financial risks.

When the risk has passed and private capital begins to find its way in sufficient abundance into these new channels, the Government may withdraw.—From the President's Message read to Congress today.

Greatest D. C. Outlay Goes For Education; Police and Fire Items Are Next In Line

Schools and Libraries Cost
Nearly Quarter of Total Carried
in New Estimates.

SUM FOR PLAY NOT LARGE

Eleven Per Cent For Parks and
Street Trees—Charities
Section More Than Twelve.

That the District of Columbia spends a greater amount for the education of its children and adults than goes into any other single item of the expense of government is graphically shown in the accompanying chart of estimated expenditures for 1917, as shown in the budget sent to the new Congress.

All the estimates of the Commissioners, plus items carried in other than the District bill, are included within the circle. The total is \$15,861,961. Of this sum \$5,343,198 is carried in the Commissioners' estimates, and \$10,518,775 is carried in the general estimates of Federal departments.

But \$752,086, or 4.71 per cent, of the total, is to be spent in meeting the general expenses of government, or the cost of maintaining the directing and governing authority. It includes \$398,426 for the executive and administrative offices, and \$353,670 for maintaining the courts.

Police and Fire Outlay.

Protection of life and property, section 2, is one of the largest items, ranking second to education in cost. In all \$11,778,000, or 74.90 per cent, will be spent under this head. Over one million of this—\$1,658,561.34, or 6.66 per cent, to be exact, will be needed to maintain the Police Department. The Fire Department will need \$380,960, or 5.24 per cent, of the total expenditures; \$96,100, or .61 per cent, will be needed by the District Militia, and \$219,354, or 1.40 per cent, for miscellaneous inspections.

Health and sanitation measures, section 3, will cost the District \$1,863,554. This is 11.78 per cent of the total estimated expenditures. The biggest items of cost are street cleaning and refuse disposal, taking \$967,554, or 5.47 per cent, and sewer and sewage disposal, \$793,029, or 5.00 per cent. Health Department maintenance, \$128,480, .81 per cent, and miscellaneous expenses, \$79,500, or .50 per cent, make up the balance.

Highways, old and new, will cost \$2,000,335, or 12.62 per cent of the total. \$1,319,835, or 8 per cent, will be needed for streets, alleys, etc.; \$414,000, 2.61 per cent, for street lighting; \$265,000, 1.67 per cent, for sidewalks and alley paving; and \$101,480, 1.67 per cent, for bridges.

Charities and Corrections.

Charities and corrections, section 5, will cost \$1,224,462, 7.72 per cent. Reformatory and prisons is the largest single item, taking \$624,620, 3.94 per cent. Care of the insane will take \$398,000, 2.50 per cent; care of children, \$235,300, 2.86 per cent; hospitals, \$287,860, 2.44 per cent; the poor in institutions, \$132,522, .84 per cent, and miscellaneous, \$55,410, .35 per cent.

Education will cost nearly a quarter of the total necessary expenses, requiring \$3,726,801, or 23.51 per cent. Of this sum, nearly all, \$3,625,321, or 22.84 per cent, is for the District schools; \$101,480, .64 per cent, for special purposes.

From a glance at section 6, recreation parks, etc., one might jump to the conclusion that the District spent an enormous sum for play. Of the total of \$1,869,065, 11.78 per cent, required for this purpose, however, nearly all, \$1,803,356, or 11.36 per cent, is for parks and trees in the streets, to maintain the

announcement of the lending of the land for the school was made today.

The tract includes ten acres and is situated in Chevy Chase.

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Year Book To Be Revived At George Washington

The Cherry Tree, student year-book at George Washington University, which was discontinued last year, will be revived this year. Dr. William Carl Ruediger, dean of Teachers' College, and chairman of the faculty committee on student publications, has sanctioned the issuance of the paper.

He has announced the appointment of George Cooper as editor and H. H. Dutton as business manager.

Don't Suffer From Pain

Send For Free Trial Treatment.
No matter how long or how bad—get your druggist today and get a 50 cent box of Pyramid Pile Treatment. It will give relief, and a single box often cures. A trial package mailed free in plain wrapper if you send us coupon below.

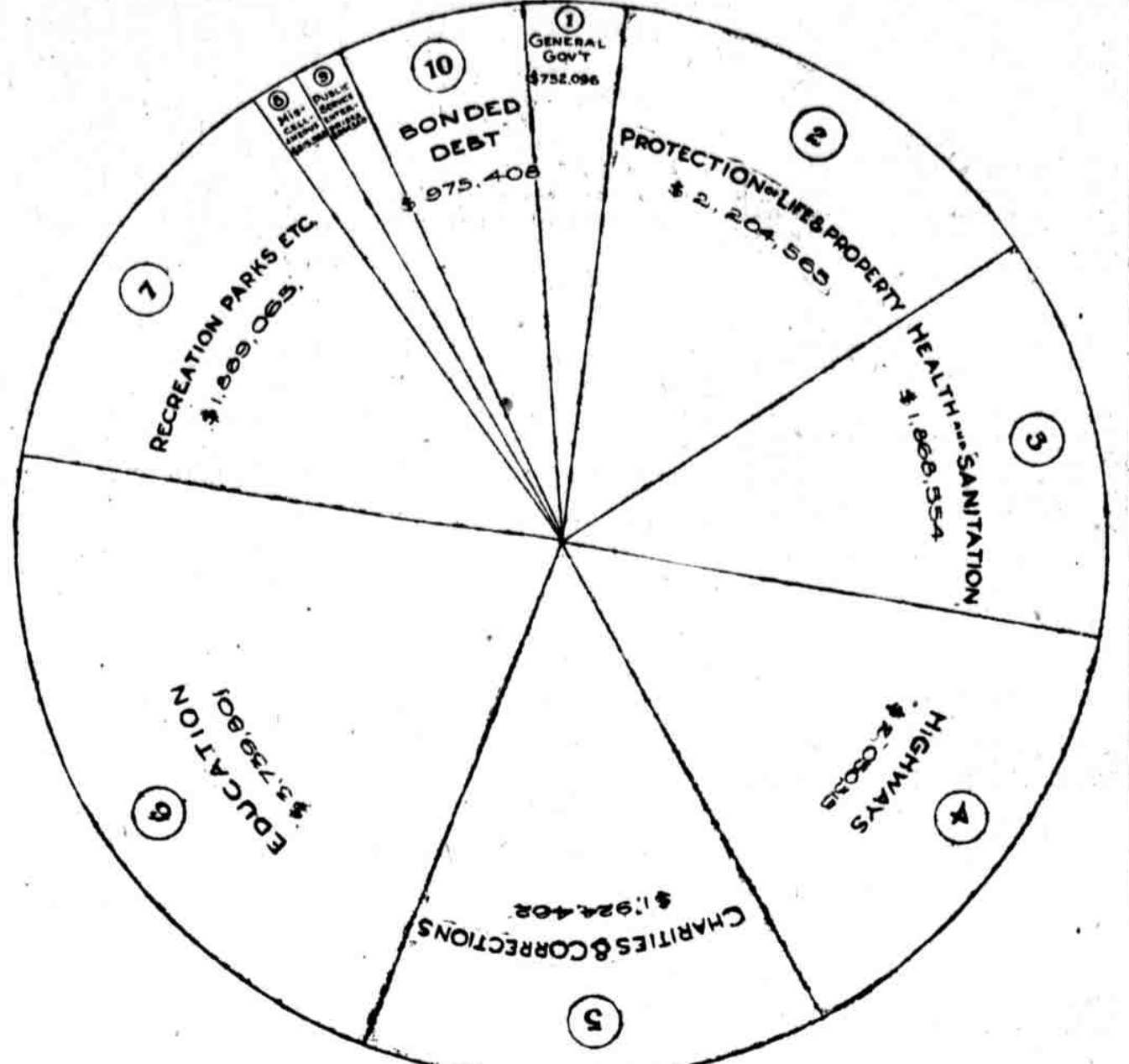
FREE SAMPLE COUPON— PYRAMID DRUG COMPANY.

Kindly send me a Free sample of Pyramid Pile Treatment, in plain wrapper.

Name _____

Street _____

City _____ State _____



Analytical Chart showing District of Columbia appropriations asked in estimates. Based on Commissioners' estimates plus items estimated to be in other than the District bill.

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